

THE DAILY MAIL

NEW BRUNSWICK'S ONLY HOME COMMUNITY PAPER

THE MAIL PUBLISHING COMPANY — J. L. NEVILLE, Managing Editor.
Published every afternoon (except Sunday) at 327-329 Queen Street,
Fredericton, N. B.

NOTICE TO SUBSCRIBERS

It is as easy to stop The Daily Mail as it is to start it. Send us a card or letter marked "refused" and your name will be removed from the list of subscribers. All arrears for subscriptions must accompany the stop request. Subscribers who do not receive their paper regularly will confer a favour on us by notifying us.

FREDERICTON, NEW BRUNSWICK, AUGUST 26, 1937

The Good Neighbors

WHY is there so little crime in the country? Where is there a record of one farmer "holding up" another? If the truth must be told, there is little incentive to robbery. No cash in the till; no till needed for cash. The neighbors know each other. Good-will is so essential that, even on the low basis of monetary gain, it would be folly for one to prey upon another to his financial injury. True, there are occasional robberies in the country, though only lately; contemptibly mean robberies by curs prowling about in stolen cars, and the neighbors never are suspected.

Generally there is good-will among farmers. Even in sporadic cases of hard feeling there is no thought of criminal action in order to "get even." The community wouldn't stand for it. The offender would be identified at once—and marked; his social standing wrecked. Nowhere is public opinion more powerful than in the country. Nowhere does bad news, or news of badness spread faster. Nowhere is there a quicker or more accurate "sizing up" of strained relations between any of the neighbors. Let so-and-so be absent from a thrashing or a barn-raising without evident reason and those present will form their own conclusions. There has been a row. Don't think there is no gossip in the country. But nobody wants prolonged quarrelling.

While in the first place it is better not to quarrel, the wise thing to do, if there has been bad feeling, is to patch it up—forgive and forget, so that all may assemble happily on community occasions. It cannot be claimed that the condition is ideal. That would be too much to expect; but one of the weaknesses of human nature is discouraged; virtually overcome.

Anyway, people working in the open, close to nature, cannot for long hold grudges. It isn't natural that they should. All their surroundings call for peace, quiet and co-operative work that the families may be provided for. By common consent those who till the soil get along well together. They are not on each other's doorsteps, not rubbing shoulders daily. It is in the crowded places of the world that strife, jealousy and all bitterness find their most luxuriant growth, but "that is another story."

Farmers are the Good Neighbors—a condition handed down from the pioneer days when only by co-operation could the land be cleared, buildings erected, and a foundation laid for the splendid agricultural districts of today. What a world it would be were this spirit in more general operation!

University-Trained Premiers

OF the one Prime Minister and nine Premiers in Canada, eight have enjoyed university training. This interesting fact came out during a discussion of whether or not a university training helps a man to get ahead in business life, politics or any branch of endeavor.

Prime Minister King graduated in both Arts and Law from the University of Toronto. He took post-graduate work in other schools, getting his Ph.D. at Harvard.

Premier Aberhart of Alberta graduated in Arts from Queens University, Kingston.

Premier Bracken of Manitoba took agricultural courses at the Ontario Agricultural College, Guelph, and the University of Illinois. He was President of Manitoba Agricultural College when he became Premier.

Premier Dymally of New Brunswick was educated at Ontario Agricultural College, Guelph; St. Joseph's College and the Dalhousie Law School, Halifax.

Premier Macdonald of Nova Scotia attended St. Francis Xavier and Dalhousie Law School in Nova Scotia, and later went to Columbia in New York, and Harvard.

Premier Campbell of Prince Edward Island is a Rhodes Scholar, having taken law at Oxford. He also attended Dalhousie University at Halifax.

Premier Duplessis of Quebec graduated in law from Laval University.

The remaining two Premiers, Pattullo of British Columbia, and Patterson of Saskatchewan, have both had high school educations and they have had plenty of experience in the University of Hard Knocks.

It was not the university educations that made the Prime Minister and the seven Premiers heads of Governments. But the education helped and when they applied their learning to the practical affairs of life, they got ahead.

Aberhart Still Defiant

WHEN Premier Aberhart tells Premier King "our people" insist that we are pledged to go forward in obedience to them, not to you nor to the banks, he is taking the measure of his own statement. Presumably the banks deal with Alberta people as they do with those of other Provinces. Their operations are subject to change every ten years by authority of the electors of all Canada, and not of an individual Province. Mr. Aberhart chooses to overlook the simple fact that only the Federal Government can be pledged to deal with Federal matters.

If he can usurp Federal authority in one respect he can run the whole course. He can set up his own customs and excise laws, create a Provincial Railway Commission to regulate rates, and otherwise assume the functions which the original Provinces conceded to confederation, which of course would mean secession.

We wonder what his reaction would be if the elected authorities of an Alberta municipality decided to ignore Provincial laws and run their own show, telegraphing Premier Aberhart that "our people insist that we are pledged to go forward in obedience to them, not to you." They have as much right to flout the laws made for all Alberta as the Premier has to defy those made for all Canada.

Even Mr. Aberhart should realize by this time what he is attempting. He made election promises he cannot implement because they are contrary to the interests of Canada, of which Alberta is but a part. He cannot compel the rest of the country to change its policies to suit his wishes. As Premier of a Province he cannot dominate the Dominion. He has pledged himself to the impossible, and the further he goes in his attempts the more ridiculous he makes himself and his people.

SNAPSHOTS

Do any of the old timers remember "The Mayor of Carlow" and his estates on the old Richibucto Road?

Why do not the foreign correspondents get together and agree on their war news?

Country dogs were about to give up barking at motor vehicles. Then the trailer came along.

Any town is a good town to the man who is told "Thank you, sir," when he says: "Charge it."

Correct this sentence: "You're the only person to whom I'd mention it and I hope it isn't true."

A dictionary settles only half of an argument about pronunciation. You can still argue about what the dictionary means.

If love is a lottery it is because a man makes it so by always preferring the woman who keeps him guessing and doubting to the one whose love is a "sure thing."

An American lawyer who had been retained to defend the Kaiser if he were put on trial by the Allies is dead. His prospective client seems to be going strong and unrepentant.

Johannesburg professor claims Africa has a population capacity 50 per cent. more than the total world population. But surely the Dark Continent sees enough trouble among the different races of people living there now.

AIRPLANES AND

(Continued from Page One)

a license from the Department, but in the case of Spain being the avowed destination no license would be issued. If a license to ship arms to Portugal were made that license would not be issued unless the Department were fully satisfied that the shipment was going only Portugal and was to be used only in that country.

Up to date no one has applied for a license to export arms even to Portugal so that there is not even a remote possibility of the Government of Portugal being at odds with Canada because of refusal to permit a shipment of arms to that country on the suspicion that it would eventually reach the war zone in Spain. A few days ago Portugal severed friendly relations with Czechoslovakia because of the latter's refusal to allow a war shipment to go to Portugal.

In June of this year Canadian exports to Spain completely stopped but exports to Portugal at the same time quadrupled, a fair assumption being that goods previously reaching Spain directly were now reaching that country through Portugal. It was stated today that if trade returns for the month of August disclosed any continuance of this abnormal movement to Portugal a much closer check would be made of these exports, which consisted largely of airplanes and airplane parts and tires for trucks. The very fact, however, that there have been no applications for export licenses is regarded as a good promise that the large movement to Portugal is not continuing.

INSPECTOR OF

(Continued from Page One)

Fox Creek; Commissioner A. D. Holyoke, Fredericton; and G. Earle Logan, Saint John, secretary.

Mr. Blakeny was most emphatic in the matter of physical inspection for all drivers of public buses and trucks. He also emphasized the fact that drivers should be examined for their alertness, keen eyesight and general efficiency in handling public vehicles before granted a license by the board.

F. C. Evans of the C.P.R. offered the first suggestion when Section 1 was read. He said there should be a definition of "gross weight."

Mr. Blakeny suggested that a \$25 fee to cover expenses should be made with the board when an application was filed. Mr. Carr thought this a good thing and added that it might stop a lot of people from filing useless applications with the board.

Mr. Evans, in discussing the matter of rates, suggested that an operator be allowed to change rates without waiting for a meeting of the board. The main thing, he added, was that the rates be reasonable, free from discrimination, published and then approved by the board.

C. C. Kirby, of the C.P.R., had a word for the certified road carrier. He warned the board against going into the matter so deeply as it might become too cumbersome and would lead to a lot of complications.

Mr. Blakeny said that the great trouble today in the matter of rates was the discrimination between customers. Members of the board agreed to this, as did others present.

L. McN. Ritchie, for the S.M.T., suggested cancelling all passes. As it was now, the act stated that only members of the Legislature and the Carrier Board received passes.

REV. J. B. WILSON

(Continued from Page One)

In the absence of Rev. Dr. J. H. MacDonald, Wolfville, his paper on "Convention Objectives" was read by Rev. Dr. E. S. Mason. It brought to the attention of the body the various convention projects and suggested that next year special attention be given to three, namely: Acadia University in her centennial year, foreign missions and Evangelism in the Maritimes. Two other special suggestions were that steps be taken to make for closer fellowship among the ministers of the convention, and that plans be formulated whereby ministers could engage in systematic courses of study pertinent to present day problems.

A Maritime man, now pastor of the First Baptist Church, Montreal, gave the closing address of the Institute. Rev. Dr. M. F. McCutcheon addressed a large audience in University Hall on the subject, "The Church and the Social Order". Dr. McCutcheon said he was not emphasizing this phase of the church's work above others; but during the last 25 years the church had come to realize that it is in the social order and that it must do something about it. Moreover, he found that the church was the only institution that was trying seriously to put the basic principles of Christ under the complex life of the western civilization. Love must be the principle that motivates human conduct; but this principle in human conduct means righteousness. Righteousness involves right relationship to God and right relationship to men, he said.

Rev. Raymond Whitney, Bridge-water, N. S., conducted a devotional service. The first speaker of the morning was Rev. Murray Armstrong, Middleton, N. S., on the subject, "The Church in the Community." Mr. Armstrong said that never has there been a time in the history of the world when the work of the church was needed more in the community.

Rev. Austin McPherson, Canning, N. S., gave the second address, on "Some Modern Foreign Mission Movements." He told the gathering that missions were entering on a new era, since great changes are taking place in the world which will necessitate changes in the missionary message, motive and technique.

A period of discussion followed each of the morning addresses. The afternoon devotional period was conducted by Rev. W. H. Elgee, Dartmouth, N. S.

Women's Meeting
At the Women's Missionary meeting held at Charlottetown, the following questions were asked:

"What should be our attitude towards women smoking and drinking? What should be our attitude toward indecent movies, coarse jesting, modern filthy literature?" These were questions brought before the convention at the afternoon meeting by Miss M. E. Hume, corresponding secretary for the union.

Greetings from Trinity United Church were brought by Mrs. Hugh Miller. Miss Clara Mason, who has served for 25 years in Narsopatnam, India, gave some glimpses into her work. Miss Mason will return to her work next year.

Reports given during the afternoon were: Reports of Tidings editor, Mrs. F. H. Beale, Wolfville; report of Tidings business manager, Mrs. L. H. Crandall, Wolfville; report of missionary page, Maritime Baptist, Mrs. G. C. Warren, Wolfville; report of missionary home, Mrs. George Bishop, Wolfville; report of home mission committee, Mrs. C. W. Rose, Wolfville.

EXPECT TOTAL

(Continued from Page One)

ness was in 1933, when the number of visitors dropped to 12,800,000.

For the first six months of the present year the increase in the number of United States motor cars touring Canada was 16.4 per cent, while the number of passengers increased by nearly 18 per cent over last year. Eighty per cent of the traffic is by automobile.

The remainder travel by railways and steamships, according to the department. In 1936 the total number of visitors to the Dominion, for touring purposes, was 16,397,872. Canada would have had a much better tourist year in 1937 but for the industrial troubles in the United States. Mr. Dolan said today.

The matter of labelling buses and trucks was also discussed and the matter of inspection also received due consideration.

Mr. Ritchie objected to the regulation regarding bright lights inside the bus and a suggested change was made to read "sufficient light in the bus to allow the driver to discern his passengers."

On the matter of Sunday operation of public trucks, Mr. Blakeny offered some pronounced views. He said that it was against the principle of labor. He cited what was being done elsewhere in Canada and the United States, "gradually the truck is being banned on the Sabbath."

Mr. Ritchie queried this and added that "our competitors operate, why not us." Mr. Carr favored Mr. Blakeny's suggestion.

OUR MAIL BAG

ST. ANTHONY'S HISTORY

The Editor of The Daily Mail is in receipt of a letter regarding the Editorial, in which this paper praised the late Reverend J. C. McDewitt, pioneer priest in these counties, and also referred to members of his sister's family, the Hayes family, who had aided in the establishment of the church at St. Mary's, now Devon.

In view of the fact that the pastor of St. Anthony's Church has thought it advisable to come out and take issue with us for giving what we know to be well deserved praise to the late Rev. J. C. McDewitt and the early benefactors of St. Anthony's parish, we deem it advisable not to stir up controversy by publishing this letter, much as we appreciate it. Our editorial contained facts which cannot be contradicted by any person, no matter whom he may be. It gave credit where credit was due.

The writer of the letter, who is an old and respected leading citizen of Fredericton, knows the history and knows "who's who," both in Devon and Fredericton. This writer strongly applauds and endorses our Editorial, and suggests that a memorial tablet to Rev. J. C. McDewitt be erected, and wonders why this has not been done years ago. There are newcomers who were not heard of years ago who would like to shove those old benefactors off the earth.

The writer of the letter refers to the fact that the Hayes family practically kept Devon Church Parish going in the early days and boarded free of charge more than one of the priests, including Rev. Father Cormier and others, and also helped to keep some of the people who would now like to lead the parish affairs. The writer closes by saying, "It would ill become the people of Devon to forget their first benefactors—the Hayes family. "BUT MAN FORGETS AND GOD DOES NOT."

Editor, The Daily Mail.

MANY PASSENGERS ON BOARD C. N. R. SHIPS TO SOUTH

MONTREAL, Aug. 25—The liner Lady Nelson, Canadian National Steamships, sails from Halifax tonight, via Boston on a month long 'round voyage' cruise to Bermuda, the Leeward and Windward Islands, Barbados, Trinidad and British Guiana carrying a near capacity list of passengers to these southern holiday resorts. Among those embarking will be Miss M. Duncan, Miss B. Kean, Miss Lillian Hill, Miss Geraldine Salmon, Thomas Theobalds and Dr. Arthur R. Pillsbury, all of Montreal; also Miss Hilda Egan of Charlottetown, P.E.I. In addition to these passengers are many others from various cities in the United States from coast to coast. Joining the ship northbound at Dominica will be Paul J. J. Martin, M.A. LL.M., member of Parliament for Essex, East, Ont., and Mrs. Martin.

Low Rail Fares to

TORONTO EXHIBITION

\$22.00

IN COACHES

\$26.65

IN SLEEPING AND PARLOR CARS*

* Parlor Car or Berth Fare Extra

GOOD GOING AUG. 25-SEPT. 11

RETURN LIMIT SEPT. 15

CANADIAN PACIFIC

FOR SALE

Freehold property fronting on Passamaquoddy Bay at St. Andrews.

On this is erected a two-storey wooden warehouse formerly occupied by Algonquin Sea Foods, Limited. The building contains the following fixtures:

One installed Frick freezing plant. One ten-ton compressor. One 20 h.p. electric motor 88 v. 40. One 3 h.p. electric motor. One refrigerator, cork insulated, etc. All of the above property will be sold at auction in the Crown Land Office, Fredericton, at noon on Wednesday, September 1st, 1937. Building may be inspected by applying to Gove McNabb, St. Andrews.

By order of the Honourable F. W. Pirie, Minister of Lands and Mines, Fredericton.

Capitol

NOW PLAYING

THRILLS GALORE when a murder for millions leaves eight suspects ... and not a single clue!

"ALIBI FOR MURDER"

— with —

William Marguerite Gargan Churchill

— ALSO PLAYING —

Vengeance Comes in a hurry when Hopalong's collectin'!

Clarence E. Mulford's

"NORTH OF THE RIO GRANDE"

—featuring—

WILLIAM BOYD

A Paramount Picture with George Hayes Stephen Morris

Russell Hayden John Beach Bernadene Hayes

Here Monday

"WINGS OVER HONOLULU"

— with —

Wendy Barrie Ray Milland

SEA TRAINS

(Continued from Page One)

because so little time is lost in making land and water connections. A complete sea train full of cars can be unloaded, and another set loaded, in a single day. Shippers like it because there is practically no handling of the freight itself. Cars are packed when they leave and stay packed until they arrive.

The first sea train was built in Europe for an American company, in the late 1920's. It carried its load of cars back and forth between New Orleans and Havana so successfully that two more boats were added in 1932, and the service extended to include freight from the northern part of the country, with Hoboken as the home port. The sea train future is bright; international hoboos may yet ride the bumpers on the seven seas.

JAPANESE CLAIM

(Continued from Page One)

vessels, were specially exempted. Although no state of war has been declared between China and Japan, the theatre now affected has been spread down almost the entire Chinese map.

The blockade paralyzed Chinese shipping, but neutral observers believed its purpose primarily was to retaliate for destruction of Japanese property by Chinese shells and warplanes.

Eye-witnesses of the landing of Japanese forces to strengthen their foothold in central China said the invaders already had begun moving in on Changhai from landing planes at Liuhao and other points on the Yangtze as well as the Woosung forts, further inland toward the embattled city.

Identical movements it was believed, were being carried out on the coast, east of Shanghai, and south of the Yangtze estuary, bringing a column up from the rear to strike behind Pootung, rich industrial section across the Waihangpo river from the heart of Shanghai.

The numbers of newly landed forces were not known, but were believed to be considerable.

It became evident, also, that the defence in Chapel, Kiangwan and other front ringing the International Settlement of Shanghai were feeling the increased Japanese pressure.

GAIETY

NOW PLAYING

BRING 'EM BACK ALIVE!



Samuel Goldwyn PRESENTS

WOMAN CHASES MAN

MIRIAM HOPKINS

and JOEL M'CREA

CHARLES WINNINGER

ERIK RHODES

ELLA LOGAN

LEONA MARICLE

BRODERICK CRAWFORD

RELEASED THRU UNITED ARTISTS

— NOW PLAYING —

Also Musical Novelty:

"THE LIFTERS OF THE PARTY"

Technicolor Cartoon : Comedy

HERE FRIDAY & SATURDAY

THE MARX BROS.

— in —

"A Day At the Races"

A LARGE NUMBER AMERICANS BACK ON C.P.R. BOATS

MONTREAL, Aug. 25—North Americans are seeking their home countries in large numbers, after spending the summer over in Europe. This week one of the biggest movements inwards to the St. Lawrence ports of Montreal and Quebec is taking place, three Canadian Pacific lines alone will have brought only a few short of 3,000 passengers by the end of the week. Many of these are visitors but the majority are returning Canadians and Americans.

The Duchess of Richmond arrived here this evening with 362 passengers from Southampton and Cherbourg. This liner turns right around and goes back tomorrow to sail from the same English Channel ports September 2 with another large list.

Coming in the Empress of Britain, also from Southampton and Cherbourg and due at Quebec Thursday, is a near capacity list of 1,055, while the big lists are topped with the Duchess of York's 1,060. The York, from Liverpool, Belfast and Glasgow, is due here Saturday.

PRINTING

All Kinds of Commercial and Fancy
Printing Promptly Done At
THE DAILY MAIL OFFICE

All Work Guaranteed To Give Satisfaction
Or No Charge Will Be Made.

Phone Us At No. 67 and We Will Send For
the Job and Deliver It To You.

The Mail Publishing Co.